Route 18 48th Street Shuttle

Route 18 is ranked 20 of 20 routes in the StarTran network. This route is the only route that does not serve Downtown Lincoln. Route 18 operates along the 48th Street corridor in the eastern part of Lincoln. It serves Walmart/Sam's Club, Bryan LGH East, Madonna Rehabilitation Hospital, Westfield Shoppingtown Gateway, Van Dorn Plaza, Dawes Middle School, and Lefler Middle School. A reason why this route is ranked 20th is because the route does not serve downtown, and the schedule does not facilitate transfers with the routes it intersects. Table 6-37 lists the performance statistics for Route 18.

Table 6-37: Route 18 Weekday Performance Indicators

Route 18 48th Street Shuttle	
Factor/Indicator	**Weekday**
Ridership	82
Revenue Hours	14
Revenue Miles	230
Operating Speed (MPH)	17.0
Operating Cost	$841.15
Farebox Revenue	$50.02
Passengers per Mile	0.36
Passenger per Hour	6.04
Cost per Mile	$3.65
Cost per Passenger	$10.26
Farebox Recovery	6%
Cumulative Rank Score	40
Rank	20

Figures 6-95 and 6-96 chart ridership by time of day for Route 18. Ridership is consistently low throughout the day. The inbound direction is actually northbound and the outbound direction is actually southbound. In the inbound direction, boardings never exceed 6 passengers). In the outbound direction, ridership never exceeds 9 boardings.

Figure 6-95: Route 18 Weekday Inbound Ridership by Time of Day

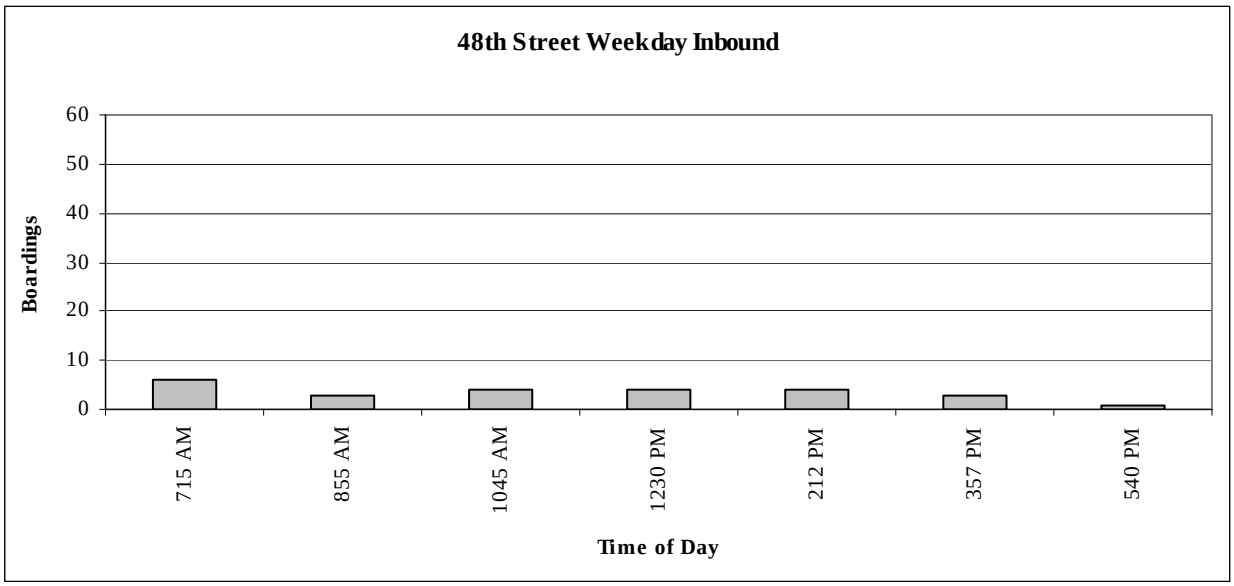
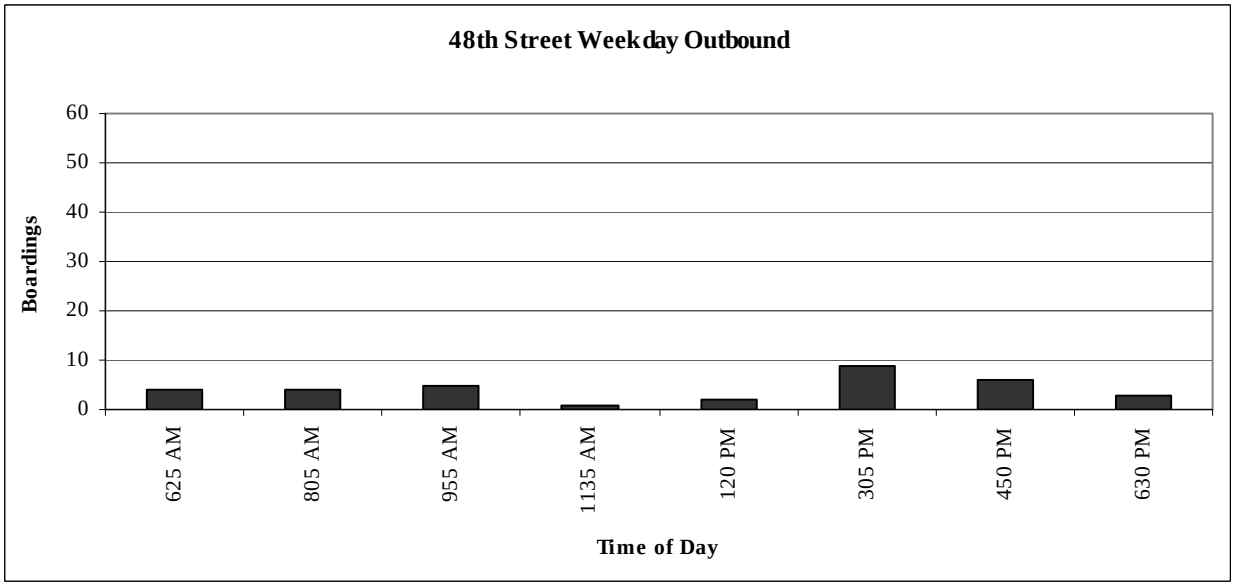


Figure 6-96: Route 18 Weekday Outbound Ridership by Time of Day



Figures 6-97 and 6-98 are maximum load charts by time of day. Loads on Route 18 never exceed 10 passengers onboard at any time, on a bus that has the capacity of 44 passengers.

Figure 6-97: Route 18 Weekday Inbound Maximum Load by Time of Day

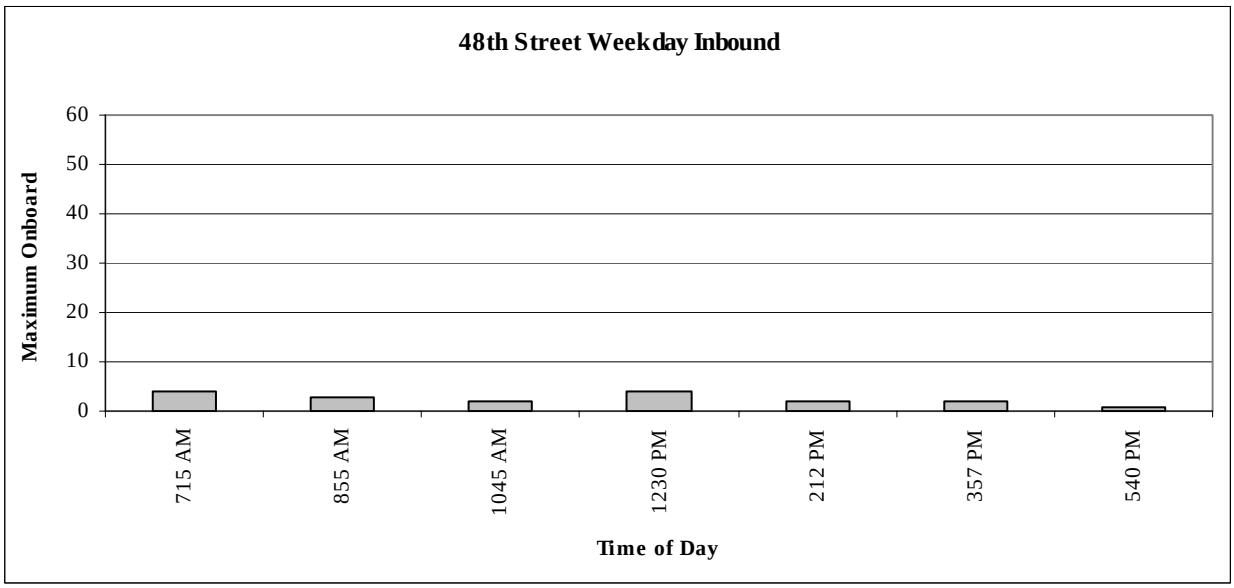


Figure 6-98: Route 18 Weekday Outbound Maximum Load by Time of Day

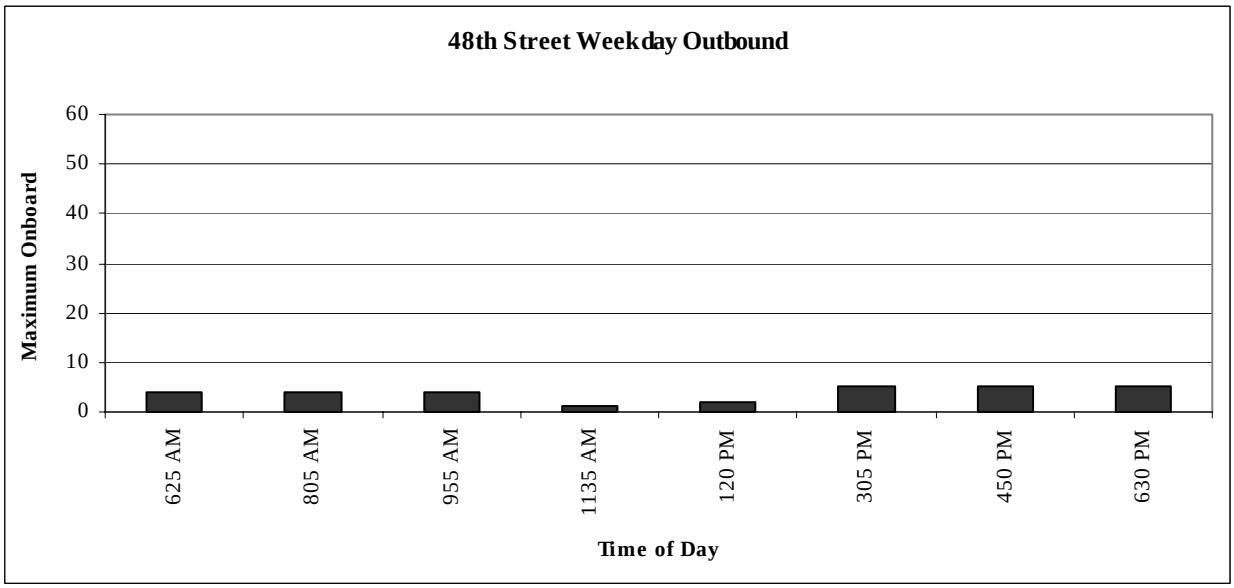
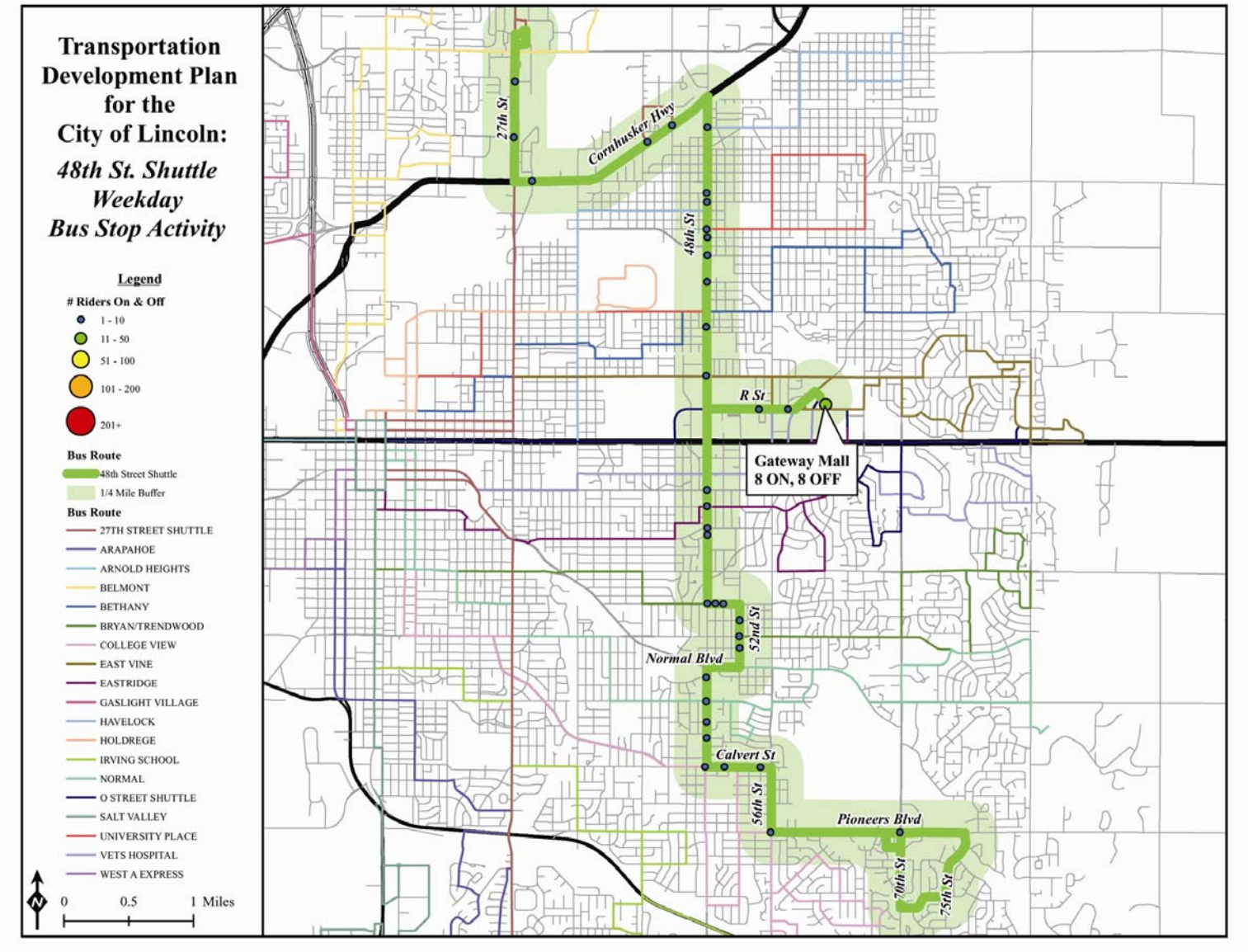


Figure 6-99 maps bus stop activity for Route 18. Ridership is low throughout the entire route, but there is boarding and alighting activity throughout the route except inside the terminal loops. The stop with the most activity is located at the Gateway Mall, but it only as 8 daily boardings and 8 daily alightings on the average weekday.

Figure 6-99: Route 18 Weekday Bus Stop Activity



Route 19 Salt Valley

Route 19 is ranked 19th out of 20 regular routes. Route 19 operates between downtown Lincoln and the southern part the City. It serves South Industrial Park, Ruskin Place, and Southwest High School. A reason that this route is ranked 19th because it is located in close proximity to many other routes and serves few generators. The southern end of the route has multiple branches and the route advertises service to Southwest High School but the route map shows that route stops short of this school. This route also has a very limited schedule, operating only during peak periods. Table 6-38 lists performance statistics for Route 19.

Table 6-38: Route 19 Weekday Performance Indicators

Route 19 Salt Valley	
Factor/Indicator	**Weekday**
Ridership	73
Revenue Hours	8
Revenue Miles	119
Operating Speed (MPH)	14.6
Operating Cost	$506.67
Farebox Revenue	$44.53
Passengers per Mile	0.61
Passenger per Hour	8.92
Cost per Mile	$4.24
Cost per Passenger	$6.94
Farebox Recovery	9%
Cumulative Rank Score	38
Rank	19

Figure 6-100 and Figure 6-101 chart weekday ridership by time of day for Route 19. Ridership is very low throughout the day, especially in the inbound direction. In the inbound direction, ridership peaks during the PM peak period. In the outbound direction, ridership peaks around the school dismissal times.

Figure 6-100: Route 19 Weekday Inbound Ridership by Time of Day

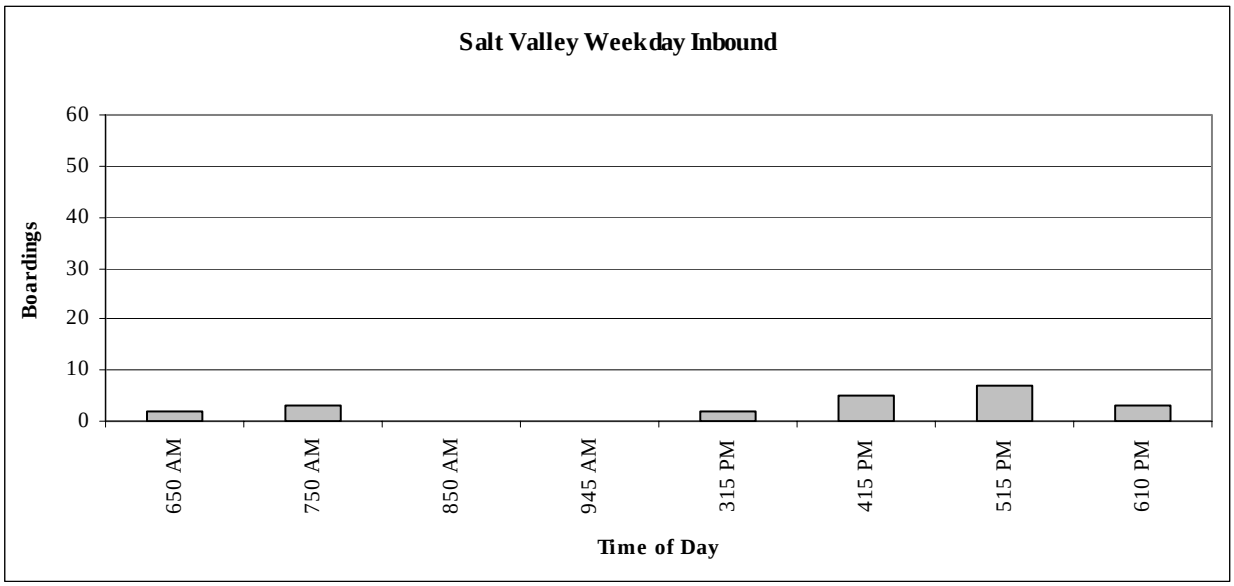
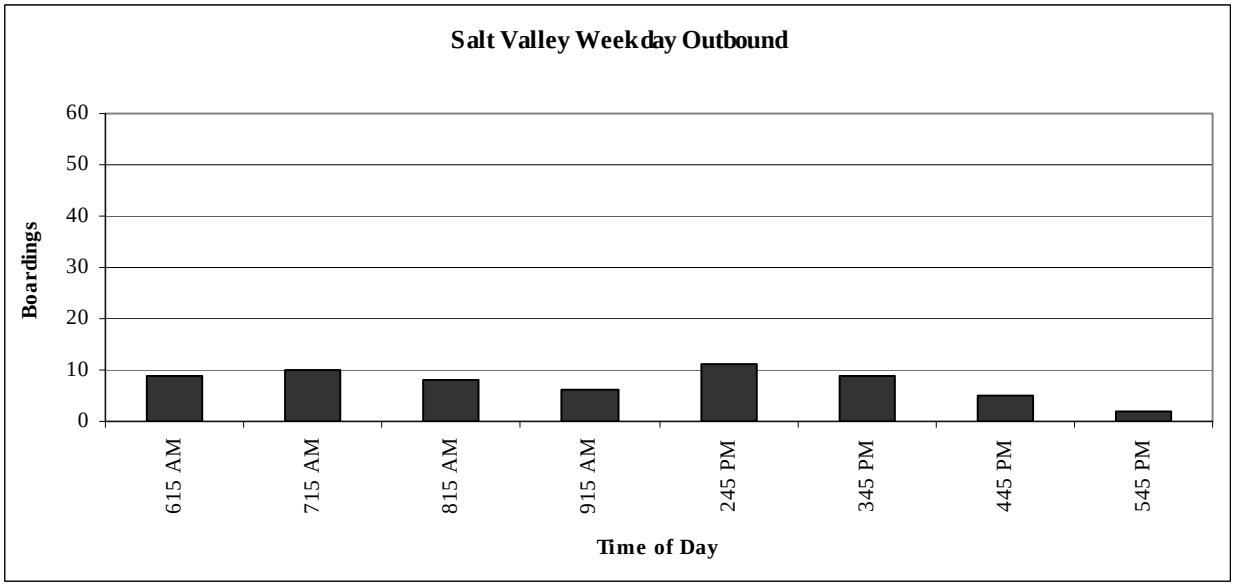


Figure 6-101: Route 19 Weekday Outbound Ridership by Time of Day



Figures 6-102 and 6-103 chart the maximum number of passengers onboard for each run throughout the day on Route 19. The largest loads occur around school dismissal times in the inbound direction, and at times which correspond to school start and end times in the outbound direction.

Figure 6-102: Route 19 Weekday Inbound Maximum Load by Time of Day

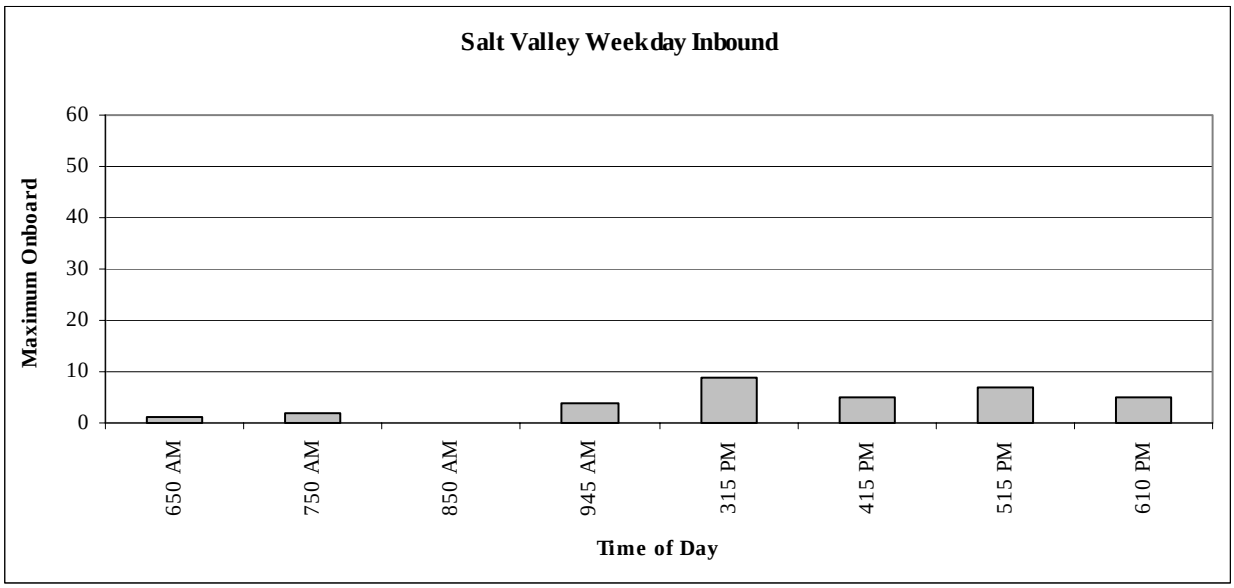


Figure 6-103: Route 19 Weekday Outbound Maximum Load by Time of Day

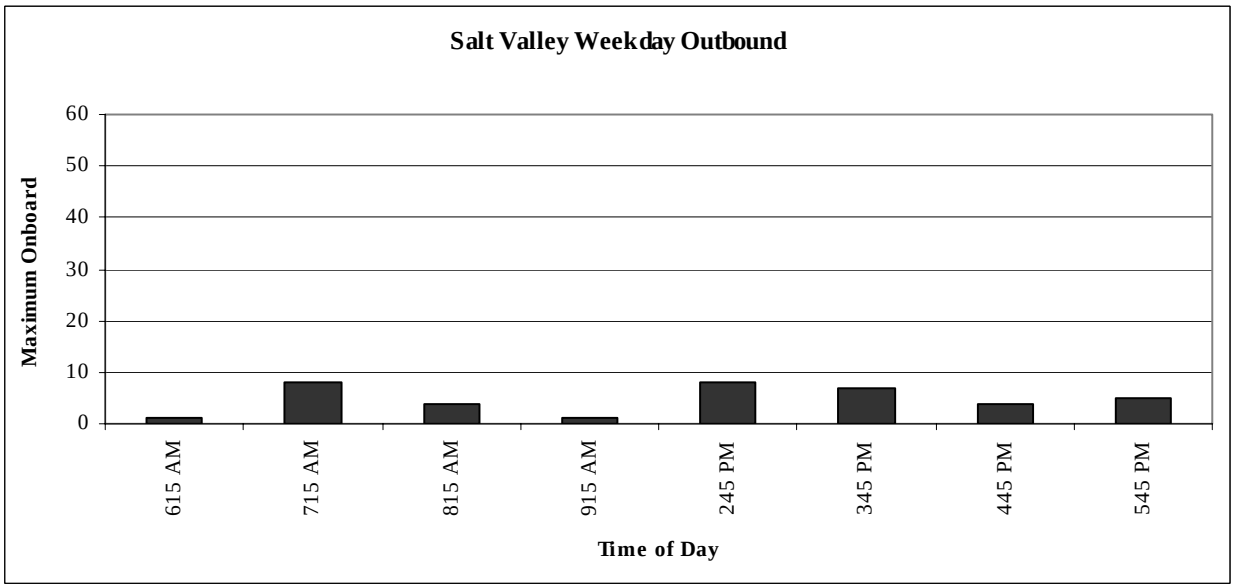
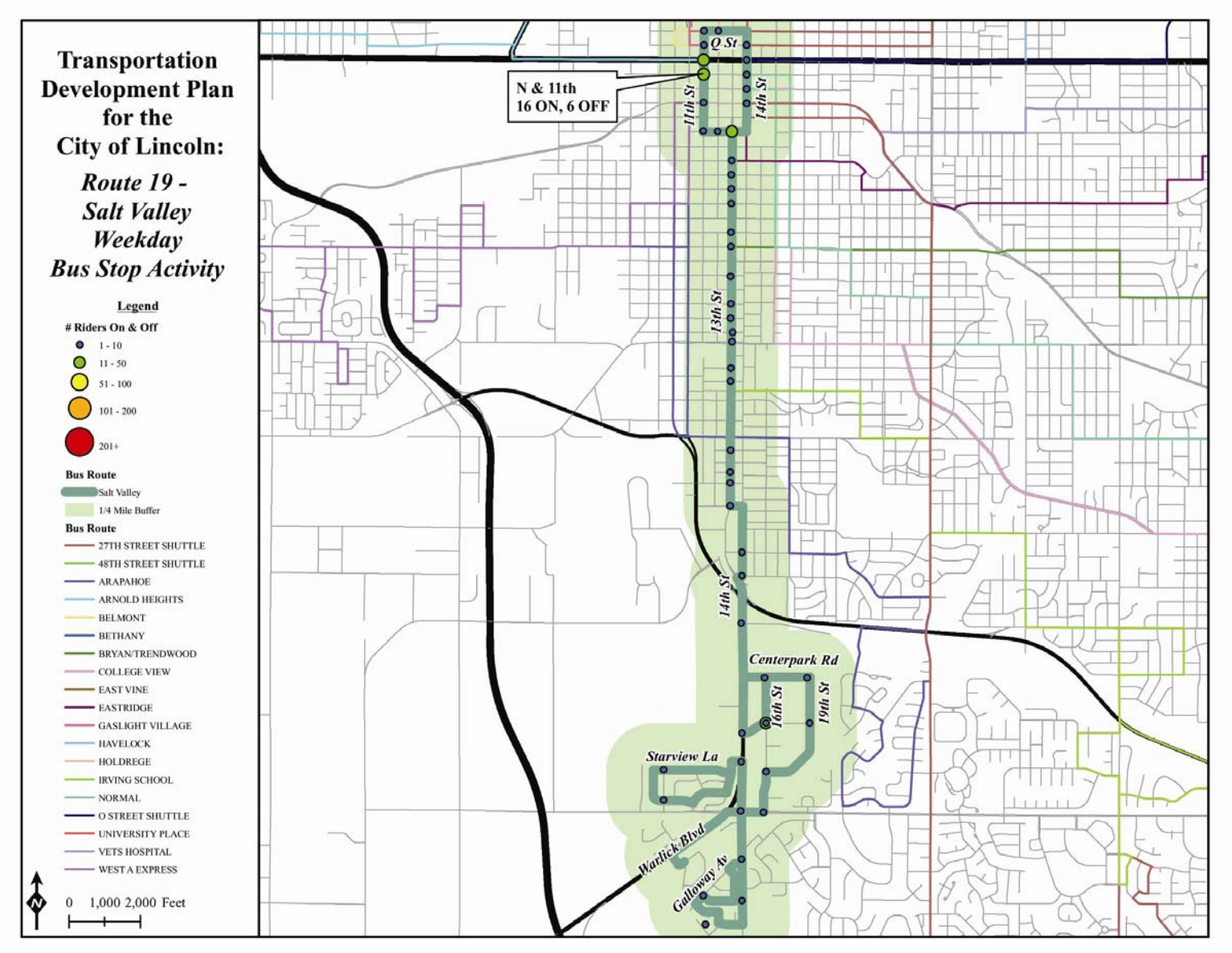


Figure 6-104 maps bus stop activity along Route 19. Ridership is low throughout the route. The stop with the largest amount of activity is located at N & 11th in the downtown loop. There is a stop in the South Industrial Park that generates significant ridership.

Figure 6-104: Route 19 Weekday Bus Stop Activity



Route 24 Holdrege

Route 24 is ranked 1st out of 20 StarTran routes. This route is primarily a shuttle route connecting the University of Nebraska's Downtown Campus with the East Campus, and operates only when UNL is in session. A reason that this route ranks 1st is because it is frequent and provides shuttle service between two major generators: UNL City and East Campus. This route also does serve neighborhoods between the two campuses. Table 6-39 describes the operating performance of Route 24.

Table 6-39: Route 24 Weekday Performance Indicators

Route 24 Holdrege	
Factor/Indicator	**Weekday**
Ridership	1,110
Revenue Hours	28
Revenue Miles	270
Operating Speed (MPH)	9.7
Operating Cost	$1,728.75
Farebox Revenue	$677.10
Passengers per Mile	4.12
Passenger per Hour	39.77
Cost per Mile	$6.41
Cost per Passenger	$1.56
Farebox Recovery	39%
Cumulative Rank Score	2
Rank	1

Figures 6-105 and 6-106 show ridership by time of day for Route 24. Ridership spikes during the morning and afternoon peak periods, but is also strong through mid-day. Service in the early morning, however, is less strong.

Figure 6-105: Route 24 Weekday Inbound Ridership by Time of Day

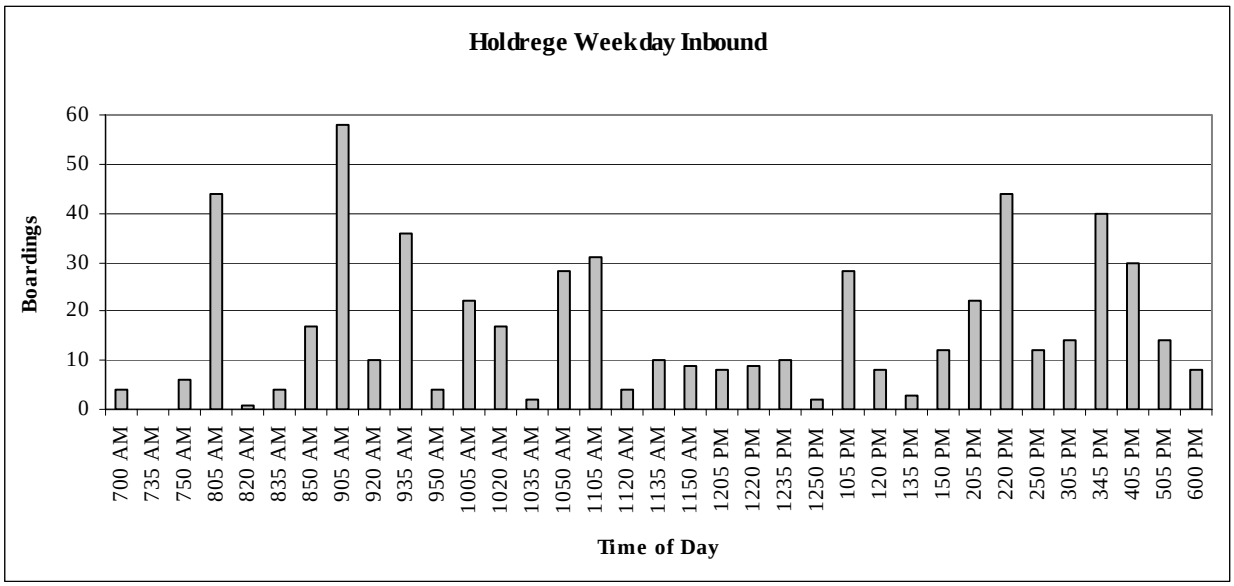
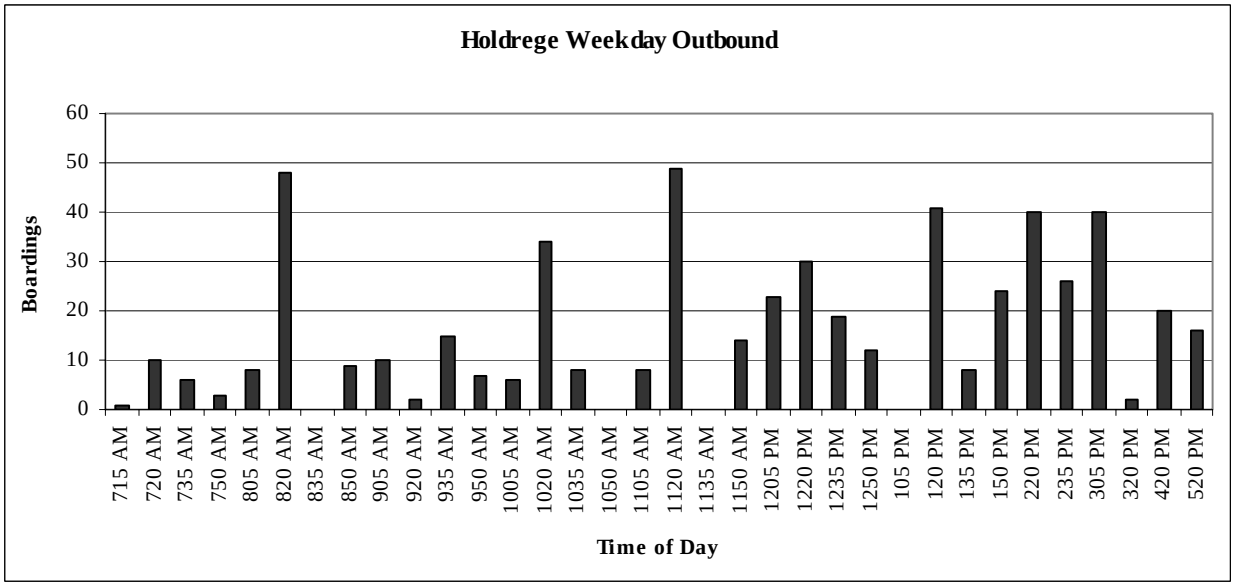


Figure 6-106: Route 24 Weekday Outbound Ridership by Time of Day



Figures 6-107 and 6-108 are charts of maximum load by run for Route 24. As with the total ridership figures, the largest loads occur at in the AM in the inbound direction and at midday in the outbound direction. This route is the only route that may have capacity issues during certain trips throughout the day.

Figure 6-107: Route 24 Weekday Inbound Maximum Load by Time of Day

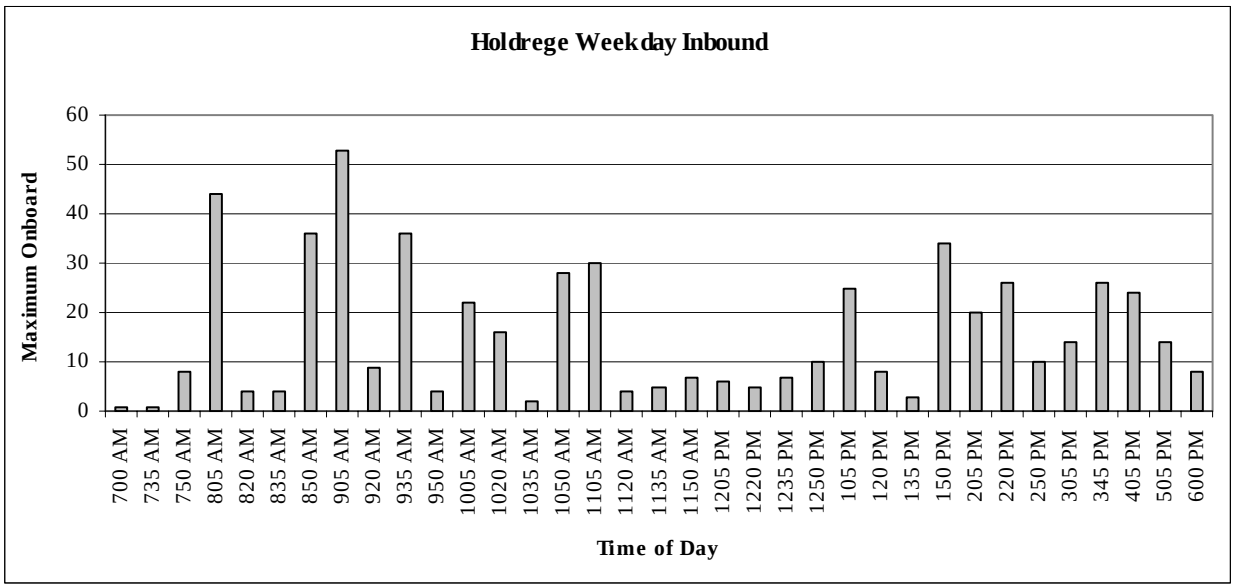


Figure 6-108: Route 24 Weekday Outbound Maximum Load by Time of Day

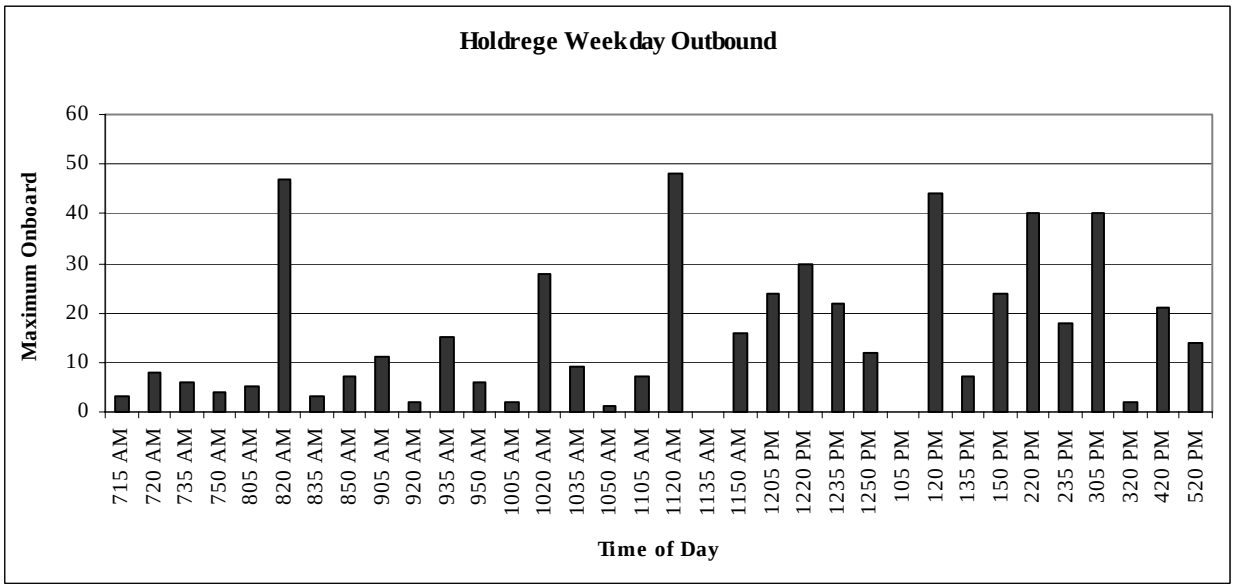
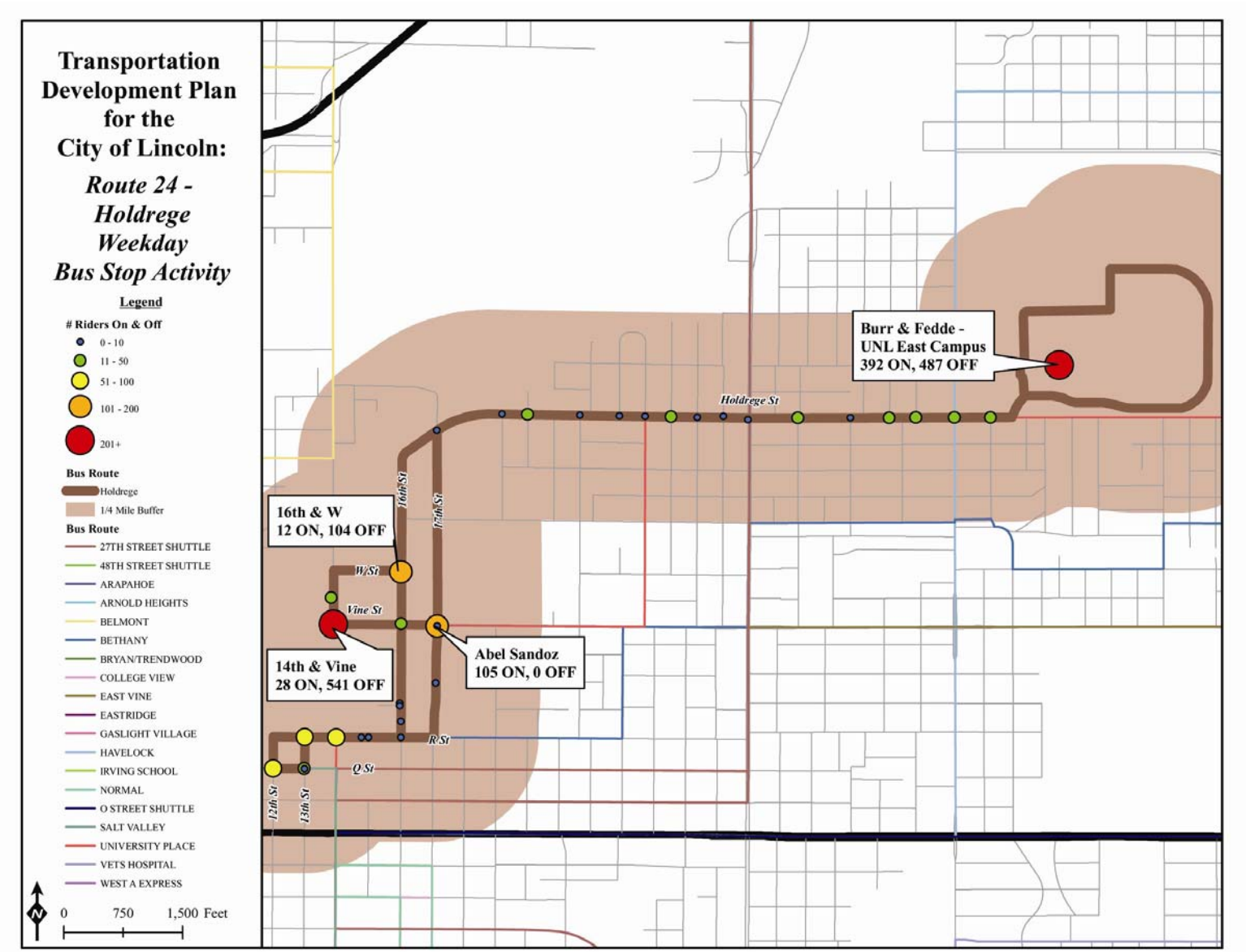


Figure 6-109 is a map of bus stop activity for Route 24. The route has very high ridership at several stops, but especially at City Campus (14th & Vine) and at East Campus (Burr & Fedde Halls). Ridership has obviously strong pockets, but remains relatively consistent throughout the route.

Figure 6-109: Route 24 Weekday Bus Stop Activity



Route 27 27th Street Shuttle

Route 27 is ranked 8th in the StarTran system based on service and cost effectiveness measures. This route connects the north and south side of Lincoln, operating through Downtown Lincoln, primarily along 27th Street. It serves North Star High School, Scott Middle School, South Pointe Pavilions, and Walmart/Sam's Club. A reason this route ranks 8th is because this route provides service on the busy 27th Street corridor. Table 6-40 lists the performance statistics for Route 27.

Table 6-40: Route 27 Weekday Performance Indicators

Route 27 27th Street Shuttle	
Factor/Indicator	**Weekday**
Ridership	432
Revenue Hours	25
Revenue Miles	387
Operating Speed (MPH)	15.6
Operating Cost	$1,539.83
Farebox Revenue	$263.52
Passengers per Mile	1.12
Passenger per Hour	17.38
Cost per Mile	$3.98
Cost per Passenger	$3.56
Farebox Recovery	17%
Cumulative Rank Score	17
Rank	8

Figures 6-110 and 6-111 plot ridership by time of day for Route 27. Ridership is relatively consistent and low throughout the day in the inbound direction. In the outbound direction, ridership is higher and less consistent.

Figure 6-110: Route 27 Weekday Inbound Ridership by Time of Day

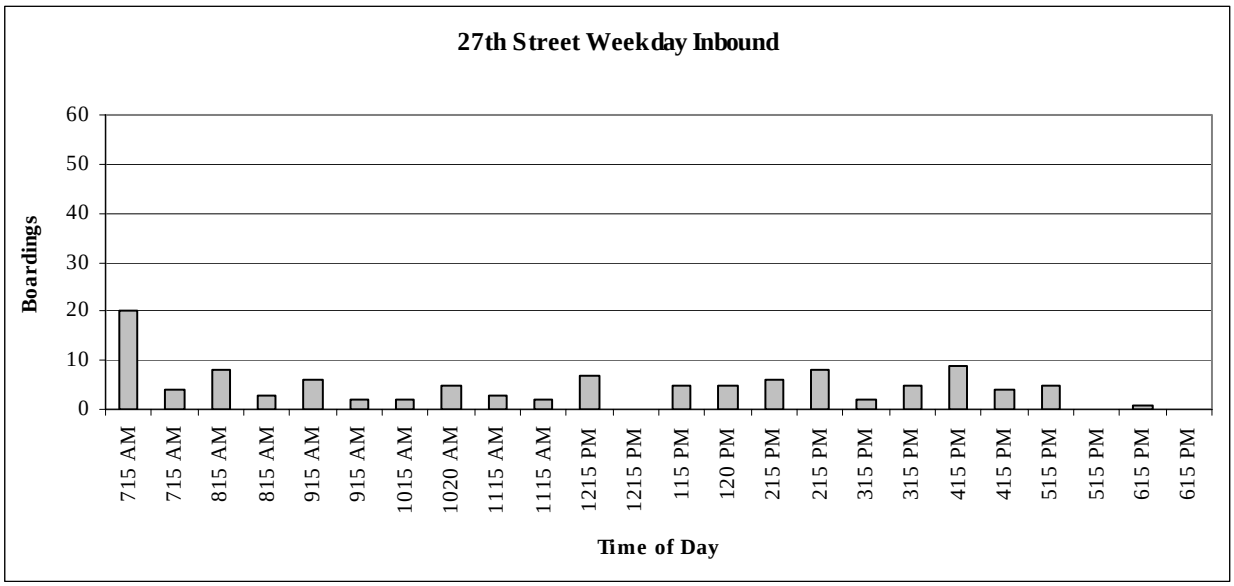
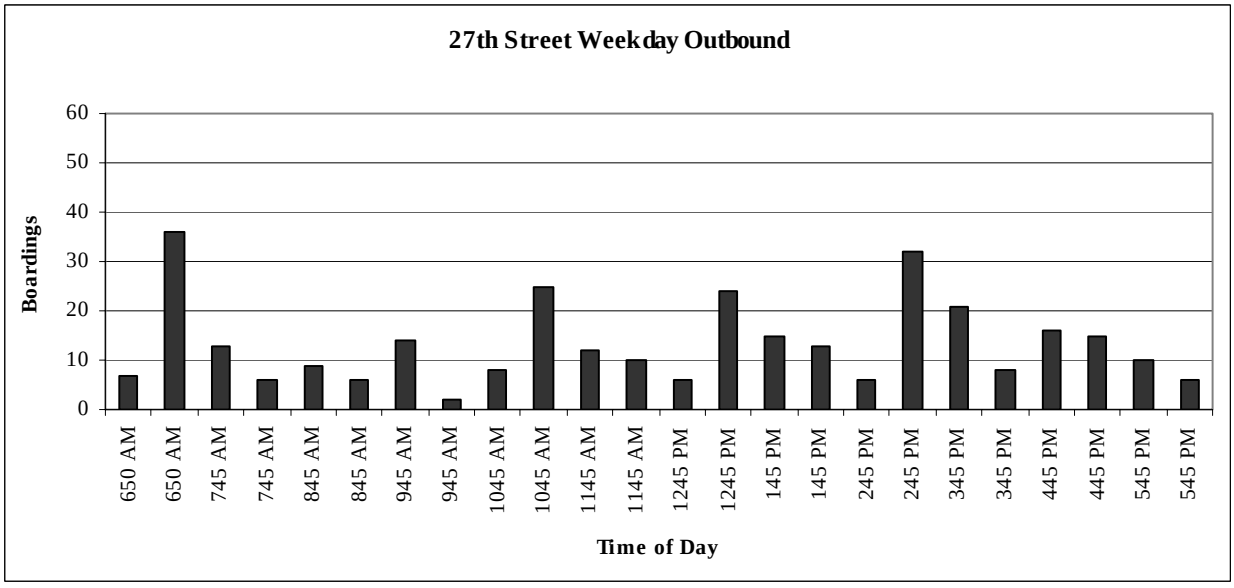


Figure 6-111: Route 27 Weekday Outbound Ridership by Time of Day



Figures 6-112 and 6-113 show maximum load by run for Route 27. These figures show the same pattern identified in the boarding figures. This route also shows that there is capacity throughout the day on this route.

Figure 6-112: Route 27 Weekday Inbound Maximum Load by Time of Day

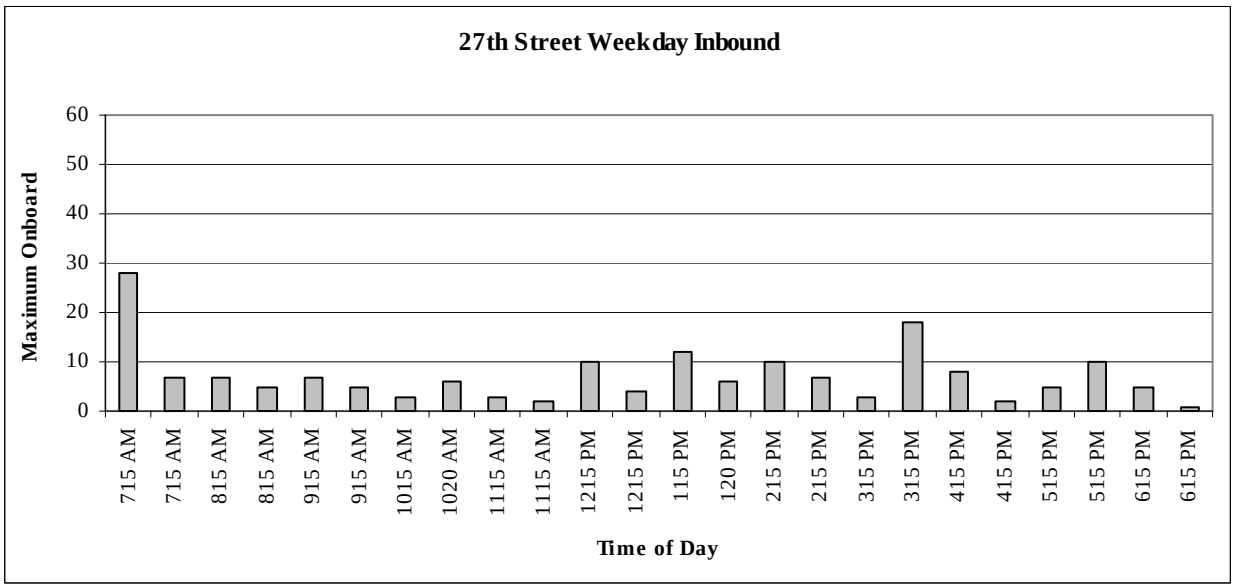


Figure 6-113: Route 27 Weekday Outbound Maximum Load by Time of Day

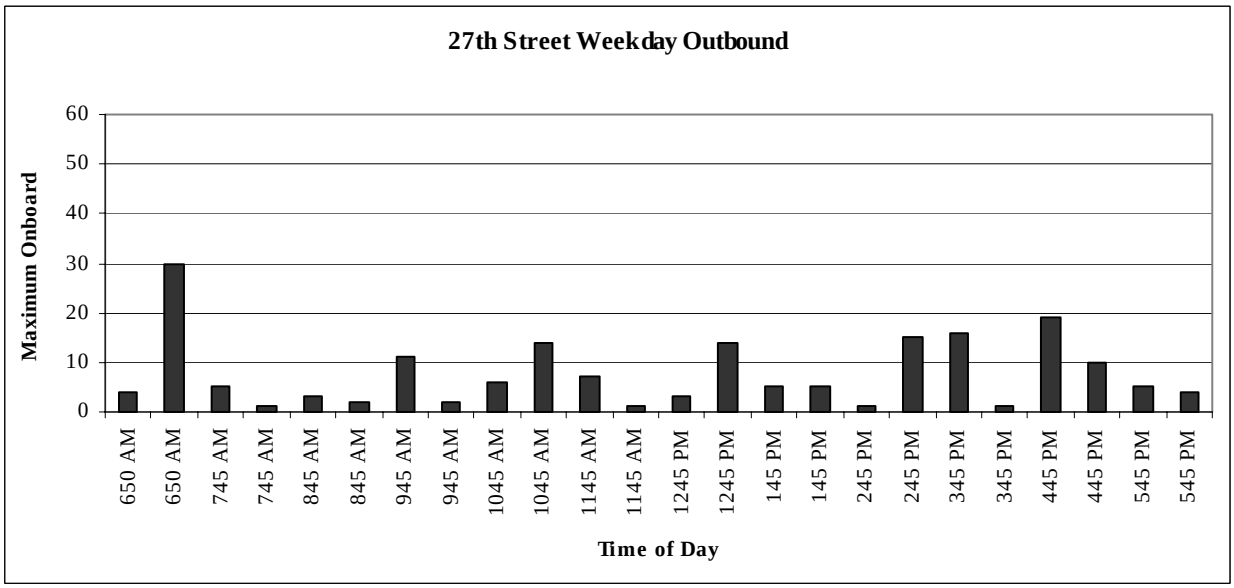
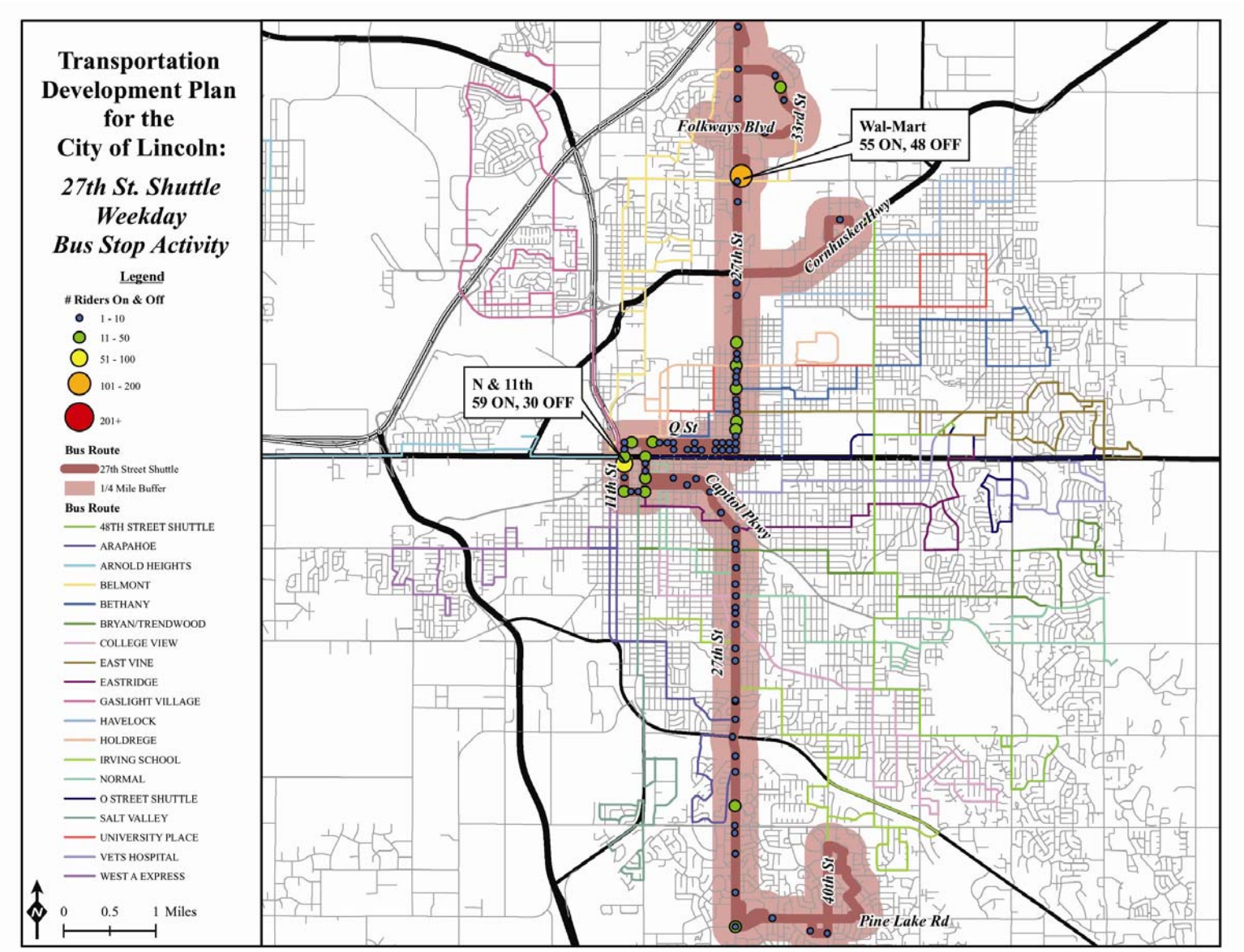


Figure 6-114 is a map of total activity by bus stop for Route 27. Ridership is mostly clustered downtown, but is also high at Wal-Mart on the north side. Ridership is low in all of the loops outside of downtown. This map shows that the north side of the route generates more riders than the south side.

Figure 6-114: Route 27 Weekday Bus Stop Activity



Star Shuttle

The Star Shuttle circulates around downtown Lincoln. It serves the Aging Services Downtown Center, County/City Building, the Downtown Retail Area, the State Capitol, and the City Campus of the University of Nebraska. Table 6-41 describes the performance statistics for the Star Shuttle.

Table 6-41: Star Shuttle Weekday Performance Indicators

Star Shuttle	
Factor/Indicator	**Weekday**
Ridership	282
Revenue Hours	16
Revenue Miles	135
Operating Speed (MPH)	8.3
Operating Cost	$1,000.95
Farebox Revenue	$172.02
Passengers per Mile	2.09
Passenger per Hour	17.45
Cost per Mile	$7.43
Cost per Passenger	$3.55
Farebox Recovery	17%
Cumulative Rank Score	N/A
Rank	N/A

Figures 6-115 and 6-116 are charts of ridership by time of day for the Star Shuttle. For the Star Shuttle, the inbound direction is counterclockwise and the outbound direction is clockwise around downtown. In the inbound direction, ridership is greatest in the morning and evening. In the outbound direction, ridership is more consistent throughout the day, but peaks in the later afternoon. These charts show that very few trips carry more than 10 people.

Figure 6-115: Star Shuttle Weekday Inbound Ridership by Time of Day

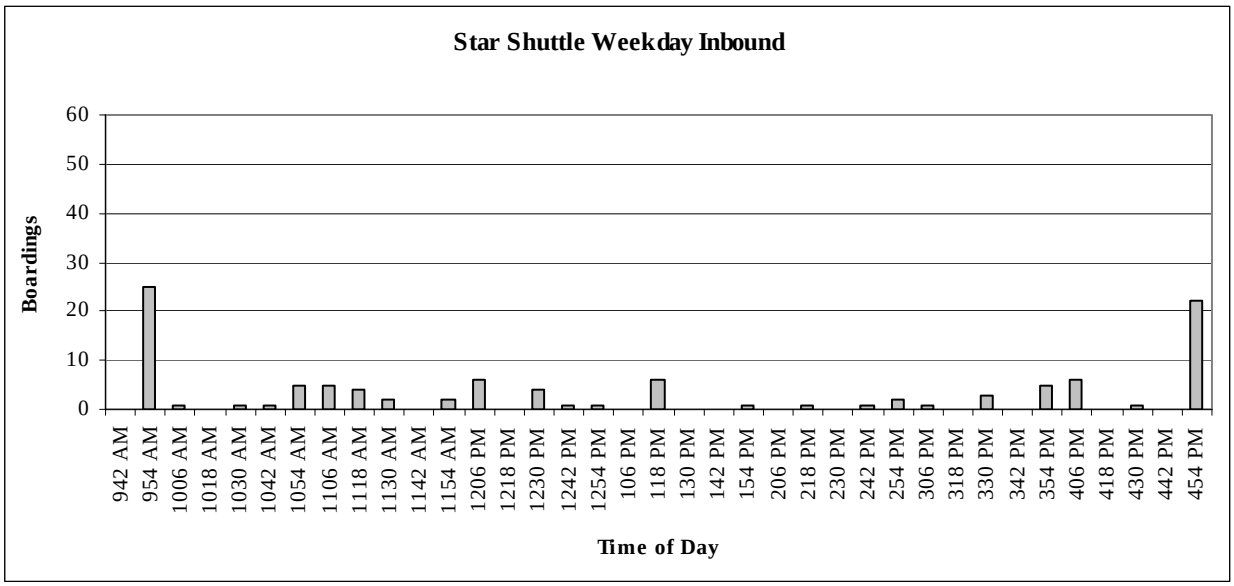
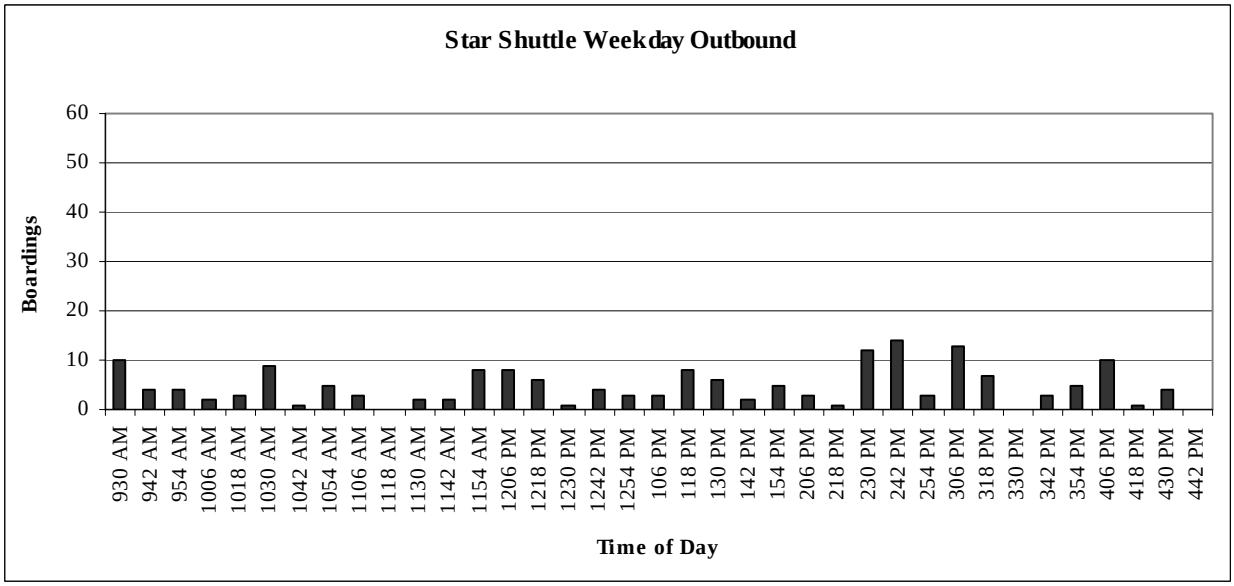


Figure 6-116: Star Shuttle Weekday Outbound Ridership by Time of Day



Figures 6-117 and 6-118 show the maximum number of people onboard during each run of the Star Shuttle. In the inbound direction, the largest loads are mid-morning and in the outbound direction the largest load is closer to midday. These charts show that there is rarely 10 or more people onboard the bus at any given time.

Figure 6-117: Star Shuttle Weekday Inbound Maximum Load by Time of Day

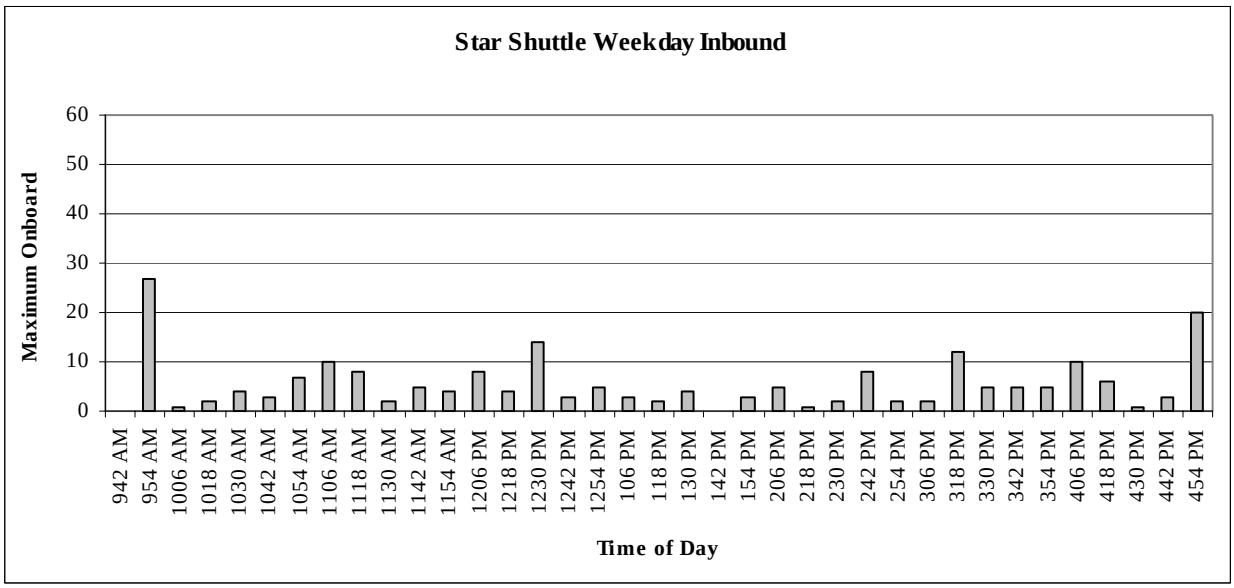


Figure 6-118: Star Shuttle Weekday Outbound Maximum Load by Time of Day

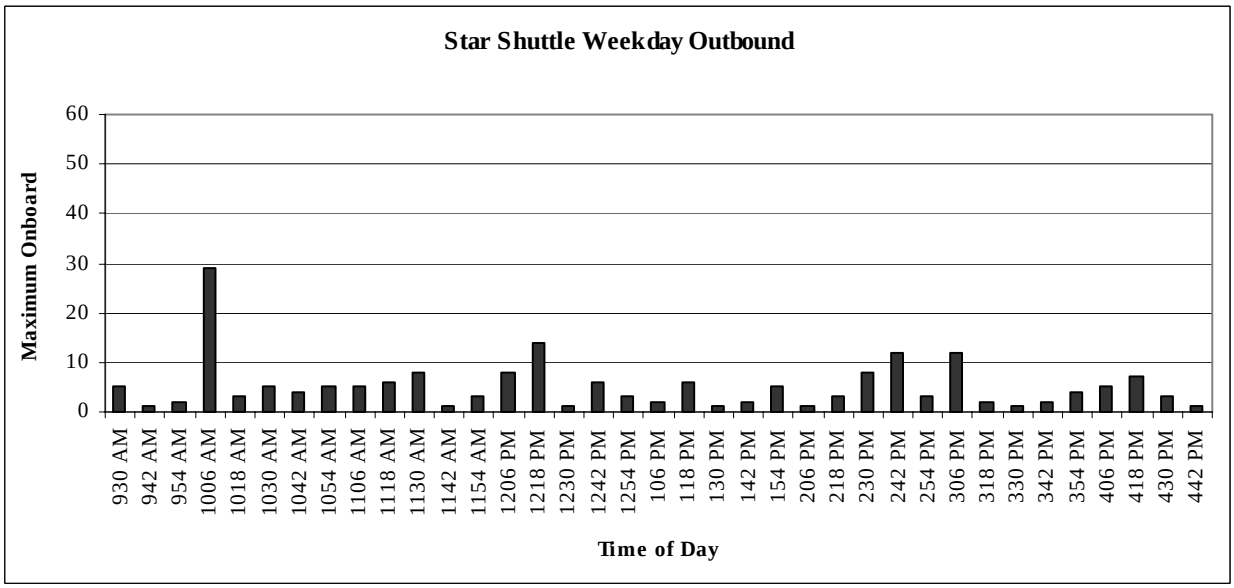
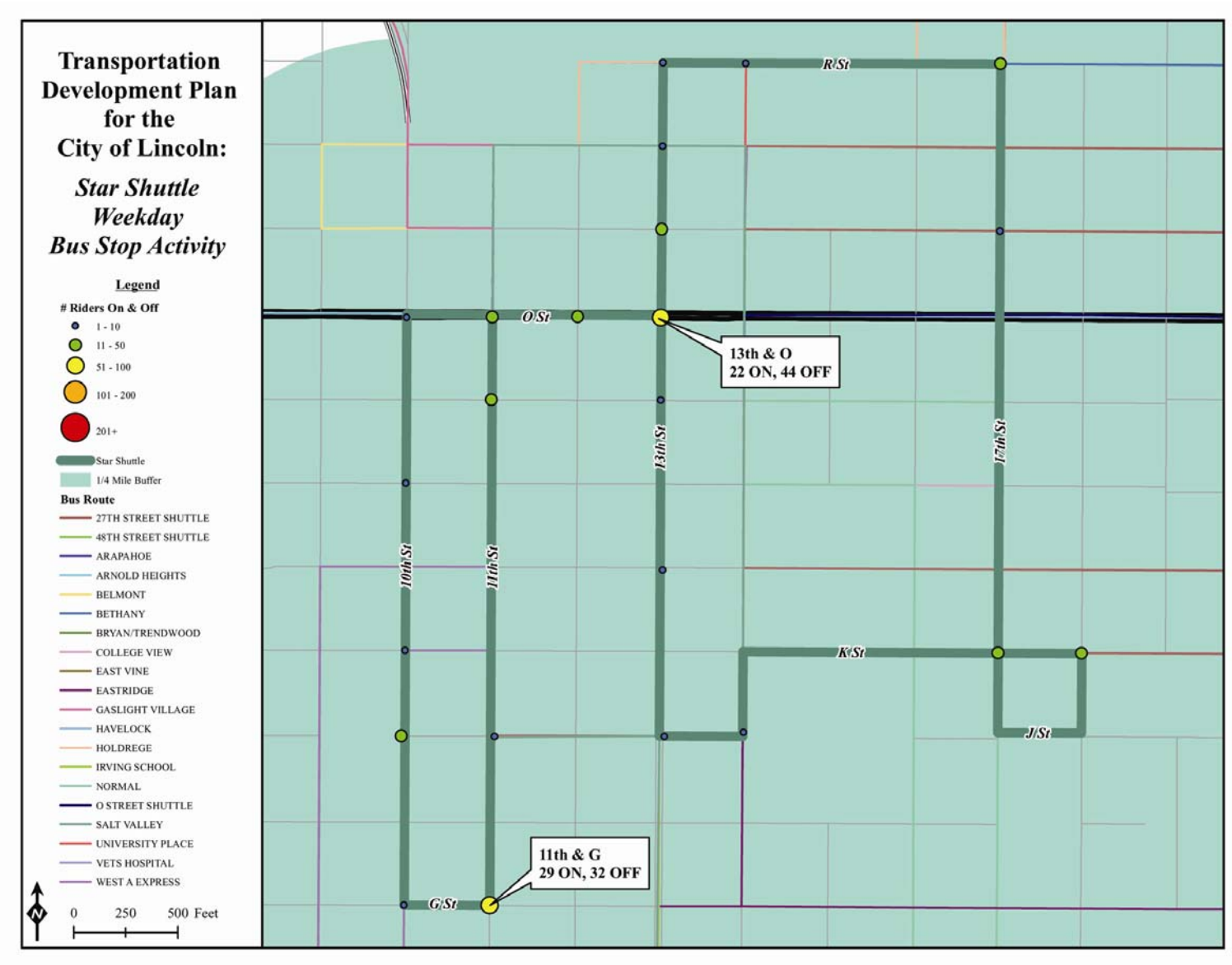


Figure 6-119 is a map of activity by bus stop for the Star Shuttle. The most activity is occurs at the stops located at 13th & O and 11th & G. Very few stops generate a significant amount of ridership.

Figure 6-119: Star Shuttle Weekday Bus Stop Activity



Saturday Regular Routes

On Saturdays service operates from 5:55 AM until 7:05 PM. There are 12 routes in operation on Saturday. This analysis includes only diagnostics analysis and not time of day, maximum load or bus stop activity due to incomplete ridership count data for Saturdays.

Route 1 Havelock

While ranking second in service and cost effectiveness on weekdays, Route 1 is ranked 7th out of the 12 Saturday routes. Table 6-42 lists the performance statistics for Route 1 on Saturdays.

Table 6-42: Route 1 Saturday Performance Indicators

Route 1 Havelock	
Factor/Indicator	**Saturday**
Ridership	123
Revenue Hours	13
Revenue Miles	161
Operating Speed (MPH)	12.6
Operating Cost	$789.74
Farebox Revenue	$75.03
Passengers per Mile	0.76
Passenger per Hour	9.65
Cost per Mile	$4.91
Cost per Passenger	$6.42
Farebox Recovery	10%
Cumulative Rank Score	15
Rank	7

Route 4/2 University Place/Bethany

The combination of Routes 4 and 2 ranked 9th is ranked 9th out of 12 Saturday routes. On weekdays, Route 4 is ranked 3rd out of 20 and Route 2 is ranked 10th. Table 6-43 lists the performance statistics for Route 4/2 on Saturdays.

Table 6-43: Route 4/2 Saturday Performance Indicators

Route 4/2 University Place/Bethany	
Factor/Indicator	**Saturday**
Ridership	84
Revenue Hours	13
Revenue Miles	157
Operating Speed (MPH)	12.3
Operating Cost	$789.74
Farebox Revenue	$51.24
Passengers per Mile	0.54
Passenger per Hour	6.59
Cost per Mile	$5.03
Cost per Passenger	$9.40
Farebox Recovery	6%
Cumulative Rank Score	20
Rank	9

Route 5/13 Bryan-Trendwood/Normal

Despite being ranked 12th out of 20 regular routes on weekdays, the combination of Routes 5 and 13 on Saturdays creates a route ranked 3rd out of 12 Saturday routes. Table 6-44 lists the performance statistics for Route 5/13 on Saturdays.

Table 6-44: Route 5/13 Saturday Performance Indicators

Route 5/13 Bryan-Trendwood/Normal	
Factor/Indicator	**Saturday**
Ridership	194
Revenue Hours	13
Revenue Miles	168
Operating Speed (MPH)	13.2
Operating Cost	$789.74
Farebox Revenue	$118.34
Passengers per Mile	1.15
Passenger per Hour	15.22
Cost per Mile	$4.70
Cost per Passenger	$4.07
Farebox Recovery	15%
Cumulative Rank Score	7
Rank	3

Route 6/19 Arapahoe/Salt Valley

Route 6/19 ranks 3rd out of 12 Saturday routes, versus two routes ranked 17th and 19th respectively on weekdays. Table 6-45 lists the performance statistics for Route 6/19.

Table 6-45: Route 6/19 Saturday Performance Indicators

Route 6/19 Arapahoe/Salt Valley	
Factor/Indicator	**Saturday**
Ridership	172
Revenue Hours	13
Revenue Miles	140
Operating Speed (MPH)	10.5
Operating Cost	$825.66
Farebox Revenue	$104.92
Passengers per Mile	1.23
Passenger per Hour	12.90
Cost per Mile	$5.90
Cost per Passenger	$4.80
Farebox Recovery	13%
Cumulative Rank Score	7
Rank	3

Route 7/11 Belmont/Gaslight

On weekdays, Routes 7 and 11 are ranked 4th and 6th respectively. The combination of the two routes on Saturdays results in a route ranking 7th out of 12 Saturday routes. Table 6-46 provides performance statistics for Route 7/11 on Saturdays.

Table 6-46; Route 7/11 Saturday Performance Indicators

Route 7/11 Belmont/Gaslight	
Factor/Indicator	**Saturday**
Ridership	134
Revenue Hours	13
Revenue Miles	194
Operating Speed (MPH)	15.2
Operating Cost	$789.74
Farebox Revenue	$81.74
Passengers per Mile	0.69
Passenger per Hour	10.51
Cost per Mile	$4.08
Cost per Passenger	$5.89
Farebox Recovery	10%
Cumulative Rank Score	15
Rank	7

Route 8/15 Vet's Hospital/Eastridge

Route 8/15 is ranked 1st on Saturdays. On weekdays, Route 15 is ranked 5th and Route 8 is ranked 11th out of 20 routes. Table 6-47 provides performance statistics for Route 8/15 on Saturdays.

Table 6-47: Route 8/15 Saturday Performance Indicators

Route 8/15 Vet's Hospital/Eastridge	
Factor/Indicator	**Saturday**
Ridership	218
Revenue Hours	13
Revenue Miles	171
Operating Speed (MPH)	13.2
Operating Cost	$800.26
Farebox Revenue	$132.98
Passengers per Mile	1.28
Passenger per Hour	16.87
Cost per Mile	$4.68
Cost per Passenger	$3.67
Farebox Recovery	17%
Cumulative Rank Score	3
Rank	1

Route 9 "O" Street Shuttle

Route 9 is ranked 5th out of 12 Saturday routes. On weekdays, Route 9 is ranked sixth. Table 6-48 lists performance statistics for Route 9.

Table 6-48: Route 9 Saturday Performance Indicators

Route 9 "O" Street	
Factor/Indicator	**Saturday**
Ridership	146
Revenue Hours	12
Revenue Miles	152
Operating Speed (MPH)	12.5
Operating Cost	$753.81
Farebox Revenue	$89.06
Passengers per Mile	0.96
Passenger per Hour	12.00
Cost per Mile	$4.95
Cost per Passenger	$5.16
Farebox Recovery	12%
Cumulative Rank Score	11
Rank	5

Route 10 East Vine

Route 10 ranks 5th out of 12 Saturday routes, versus being ranked 18th on weekdays. Table 6-49 is a list of performance statistics for Route 10 on Saturdays.

Table 6-49: Route 10 Saturday Performance Indicators

Route 10 East Vine	
Factor/Indicator	**Saturday**
Ridership	137
Revenue Hours	13
Revenue Miles	140
Operating Speed (MPH)	11.0
Operating Cost	$787.88
Farebox Revenue	$83.57
Passengers per Mile	0.98
Passenger per Hour	10.77
Cost per Mile	$5.63
Cost per Passenger	$5.75
Farebox Recovery	11%
Cumulative Rank Score	11
Rank	5

Route 12 Arnold Heights

Route 12 is a ranked 9th of 12 routes on Saturday, while ranking 16th on weekdays. Table 6-50 shows the performance statistics for Route 12 on Saturdays.

Table 6-50: Route 12 Saturday Performance Indicators

Route 12 Arnold Heights	
Factor/Indicator	**Saturday**
Ridership	165
Revenue Hours	24
Revenue Miles	377
Operating Speed (MPH)	15.6
Operating Cost	$1,496.47
Farebox Revenue	$100.65
Passengers per Mile	0.44
Passenger per Hour	6.83
Cost per Mile	$3.97
Cost per Passenger	$9.07
Farebox Recovery	7%
Cumulative Rank Score	20
Rank	9

Route 16/3 Irving/College View

Route 16/3 is ranked 1st on Saturdays. On weekdays Route 16 is ranked 15th, while Route 3 is ranked 8th. Table 6-51 provides performance statistics for Route 16/3 on Saturdays.

Table 6-51: Route 16/3 Saturday Performance Indicators

Route 16/3 Irving/College View	
Factor/Indicator	**Saturday**
Ridership	234
Revenue Hours	13
Revenue Miles	184
Operating Speed (MPH)	14.4
Operating Cost	$789.74
Farebox Revenue	$142.74
Passengers per Mile	1.27
Passenger per Hour	18.35
Cost per Mile	$4.29
Cost per Passenger	$3.37
Farebox Recovery	18%
Cumulative Rank Score	3
Rank	1

Route 18 48th Street Shuttle

Route 18 is ranked 12th on Saturdays, while it is ranked 20th on weekdays. Table 6-52 lists performance statistics for Route 18 on Saturdays.

Table 6-52: Route 18 Saturday Performance Indicators

Route 18 48th Street Shuttle	
Factor/Indicator	**Saturday**
Ridership	62
Revenue Hours	13
Revenue Miles	205
Operating Speed (MPH)	15.7
Operating Cost	$808.32
Farebox Revenue	$37.82
Passengers per Mile	0.30
Passenger per Hour	4.75
Cost per Mile	$3.95
Cost per Passenger	$13.04
Farebox Recovery	5%
Cumulative Rank Score	24
Rank	12

Route 27 27th Street Shuttle

Route 27 ranks 9th out of 12 Saturday routes in terms of service and cost effectiveness, while it ranks 8th on weekdays. Table 6-53 provides performance statistics for Route 27 on Saturdays.

Table 6-53: Route 27 Saturday Performance Indicators

Route 27 27th Street Shuttle	
Factor/Indicator	**Saturday**
Ridership	165
Revenue Hours	24
Revenue Miles	377
Operating Speed (MPH)	15.6
Operating Cost	$1,496.47
Farebox Revenue	$100.65
Passengers per Mile	0.44
Passenger per Hour	6.83
Cost per Mile	$3.97
Cost per Passenger	$9.07
Farebox Recovery	7%
Cumulative Rank Score	20
Rank	9

Overall Issues and Opportunities

The findings in this section are based upon all of the materials collected for both this memorandum as well as the preceding five memos, and thus takes into account the quantitative data as well as the issues and opportunities identified by the customers, stakeholders, and those who commented at the drop in sessions; and the data from the peer group and trend analyses.

Table 6-54 presents StarTran's systemwide performance with regard to the proposed service standards. Some areas of concern, identified on the table are as follows:

- While StarTran does serve about 90% of the population of Lincoln, based on structure and utilization, the city may have excessive coverage which impacts the utilization of the routes.
- Most activity centers within the service area do have service. There are a small number that are beyond the service coverage of any route.
- There are issues with frequency and span on a number of routes that will have to be addressed in any recommended alternative.
- Directness is an issue as shown by the high transfer rate and comments made by the public.
- Several routes may be too long, which results in speeds that are faster than the maximum recommended standard speed, and likely is what contributes to the on-time performance issue.
- The loading guideline is almost never exceeded, and in fact there is an issue of very low loads and excess capacity on most trips.
- Farebox is a significant concern for three routes, while another four routes need to be studied further due to farebox recovery issues. Route spacing may be impacting farebox recovery.

The analysis of StarTran services shows a number of issues as well as opportunities for service improvements:

- First, in some parts of the city, and particularly the southeastern portion of the city, routes are spaced too closely, while, based on the proposed service standards, other parts of the city do not have access to service, particularly individual generators such as Kawasaki.
- Second, the spacing of routes, as well as the pattern of use (ons and offs), suggest the potential for significant reorganization of the route network.
- Third, for the most part load factors are very low resulting in excess capacity and a perception that the buses are often empty, which reinforces a public perception expressed during the outreach process.
- Fourth, there is strong utilization of service along major arterials, at both UNL campuses, and in the downtown area, which represent a good core upon which to focus service improvements.
- Fifth, on-time performance appears to be an issue throughout the system and will be addressed when considering service alternatives. As part of these investigations the team will review the effectiveness of the downtown loop and its impact upon schedules, running times, and schedule adherence.

When these issues are viewed collectively and combined with all other analyses and information in previous memos, they indicate that there are significant changes that need to be considered in the next step including, possibly, a redesign of the entire network to create a more efficient and viable system.

Table 6-54: StarTran Performance versus Service Standards

Category	Standard	StarTran Results
Service Coverage		
Availability	• Residential areas -90% of population within ¼ mile of a bus route -Route spacing guide presented in Table 6-2 • Major activity centers -employers or employment concentrations of 200 or more employees -health centers -middle and high schools -colleges/universities -shopping centers of over 25 stores or 100,000 square feet of leased retail space -social service/government centers	-Most residential areas served, review some portions of block groups -Most activity centers served, review some major employers
Frequency	• Arterial Routes -30 minute peak -60 minute off-peak • Crosstown/neighborhood/shuttle services -60-minute all day service	-9 out of 21 routes meet peak standard -7 out of 21 routes meet off-peak standard
Span	-5 AM to 10 PM on weekdays -6 AM to 7 PM on Saturdays	-None of the routes meet the weekday standard -All Saturday routes exceed standard
Directness	-Maximum 25% of transfer rate	-30.15% transfer rate
Patron Convenience		
Speed	-Regular routes maximum of 15 MPH -Maximum of 10 MPH for Downtown Shuttle -12-18 MPH for outlying services depending on layout	-11 out of 20 meet regular route standard -Star Shuttle meets shuttle standard
Loading	-25% standees for short periods acceptable	-Meets standard
Bus Stop Spacing	-5 to 7 blocks per mile in core (every other block) -Fringe 4 to 5 per mile, as needed based on land uses	-In general, StarTran has flag stops, but there are bus stops at most intersections within the core and some in the fringe areas
Dependability	-No missed trips -95% on-time service (0 to 5 minutes late) -No trips leaving early	-No routes meet the 95% standard
Road Call Ratio	-4,000 to 6,000 miles per road call	-6,349 miles per road call, exceeds standard
Fiscal Condition		
Fare Structure	-Qualitative criteria	-Meets standard
Farebox Recovery	-Significantly alter routes less than 60% of average (16% is average) -Review and modify routes between 60% and 80% average	<u>Below 60%</u> -Routes 18 and 19 <u>Between 60% and 80%</u> -Routes 6, 8, 10, and 17x
Productivity (Pass./Mi.)	-Significantly alter routes less than 60% of average (1.26 pass/mi is average) -Review and modify routes between 60% and 80% average	<u>Below 60%</u> -Routes 12, 18 and 19 <u>Between 60% and 80%</u> -Routes 5, 6, 10, 13 and 16
Passenger Comfort		
Waiting Shelters	-25 or more boardings	-Review 16 stop locations with 25 or more boardings currently without shelters
Bus Stop Signs	-Denote StarTran, contact information, and route	-Do not meet standard
Revenue Equipment	-Clean and good condition	-Meets standard
Public Information	-Timetable, maps, advertising	-Meets standard